ODS 140

OBSTRUCTION DATA SHEET

ODS 140
MAHLON SWEET FIELD
EUGENE, OREGON

DIGITIZED FROM

OC 140
SURVEYED MAY 1989
10TH EDITION

PREPARED AND DISTRIBUTED BY
THE NATIONAL OCEAN SERVICE
U.S. DEPARTMENT OF COMMERCE
FOR THE FEDERAL AVIATION ADMINISTRATION

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OBSTRUCTION DATA SHEET

The Obstruction Data Sheet (ODS) provides digital obstruction and runway data for use in aircraft arrival and departure planning. This information has been obtained using field survey and photogrammetric methods by the Photogrammetry Branch of the National Ocean Service in accordance with Federal Aviation Regulations Part 77 (FAR-77), "Objects Affecting Navigable Airspace" and FAA Nr. 405, "Specifications - Airport Obstruction Chart and Related Products."

The ODS is a derivative of the Airport Obstruction Chart (OC). The source OC is indicated on the ODS cover. All objects, both obstructing and nonobstructing, that carry an elevation on the OC are listed in the ODS. The ODS (and OC) depict a representation of objects that existed at the time of the OC field survey.

ODS information is arranged as follows:

1. Objects located in FAR-77 approach (including supplemental approaches if present) or primary areas are listed with the associated runway (reference runway). For example, all objects in the Runway 9R approach or primary are listed with Runway 9R. Distances to these objects are computed from both the physical end and threshold of Runway 9R. Objects in the Runway 27L approach or primary are listed with Runway 27L. (Objects in the common 9R/27L primary area are listed with both runways.)

2. All objects not included in "1" above are listed with the Airport Reference Point (ARP).

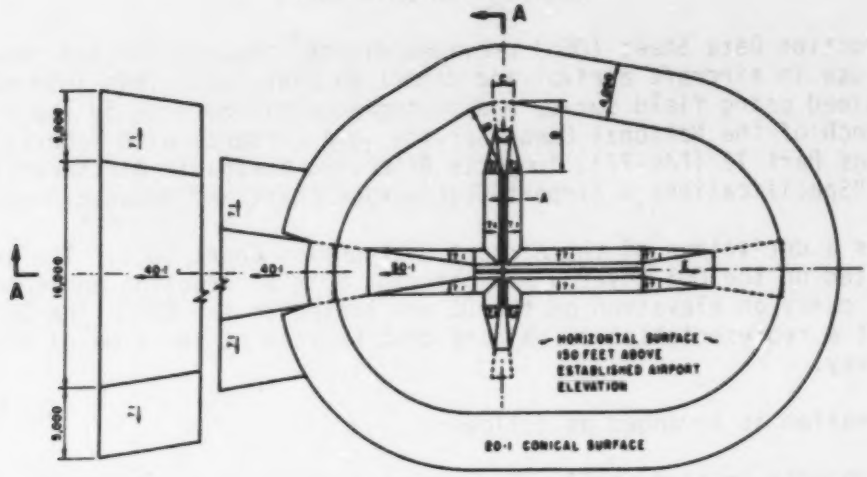
3. Runway configuration and runway lengths, widths, and elevations are presented on the ODS last page.

The FAR-77 imaginary approach surfaces for which the obstruction surveys were performed are coded in the ODS as follows (see footnote 2 on page 3):

A(V) ..... Utility runway - visual approach only
A(NP) .... Utility runway - nonprecision instrument approach
B(V) ..... Nonutility runway - visual approach only
C .... Nonutility runway - nonprecision instrument approach with visibility minimums greater than 3/4 mile
D .... Nonutility runway - nonprecision instrument approach with visibility minimums as low as 3/4 mile
PIR ..... Precision instrument runway
SUPLC ... Supplemental C underlying a B(V)

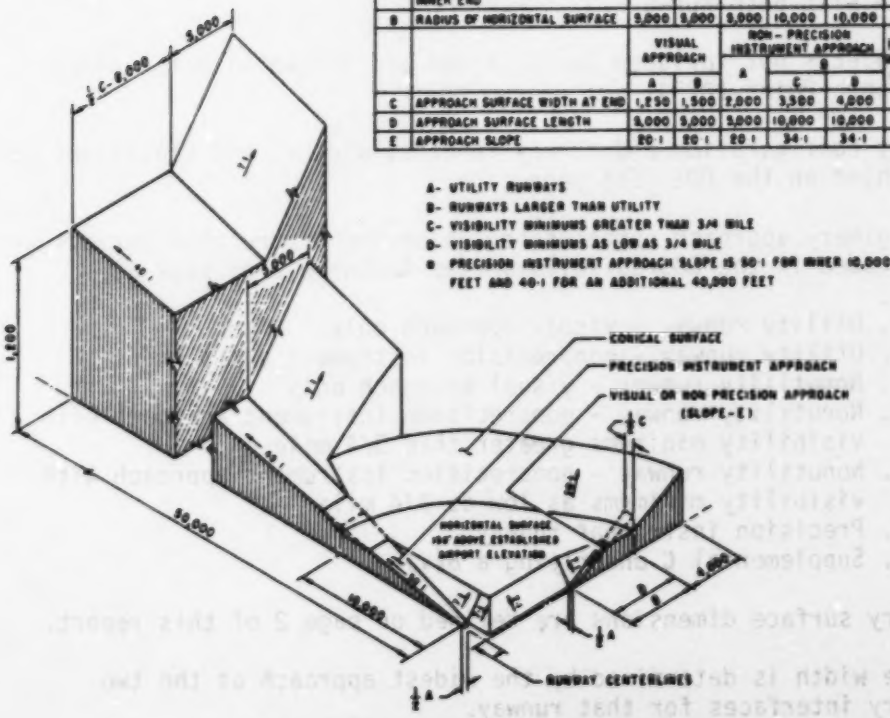
FAR-77 imaginary surface dimensions are defined on page 2 of this report.

Primary surface width is determined by the widest approach at the two approach/primary interfaces for that runway.



DIM	ITEM	DIMENSIONAL STANDARDS (FEET)					
		VISUAL RUNWAY		NON-PRECISION INSTRUMENT RUNWAY			PRECISION INSTRUMENT RUNWAY
		A	B	A	B		
					C	D	
A	WIDTH OF PRIMARY SURFACE AND APPROACH SURFACE WIDTH AT INNER END	250	500	500	500	1,000	1,000
B	RADIUS OF HORIZONTAL SURFACE	5,000	5,000	5,000	10,000	10,000	10,000
		VISUAL APPROACH		NON-PRECISION INSTRUMENT APPROACH			PRECISION INSTRUMENT APPROACH
		A	B	A	B		
					C	D	
C	APPROACH SURFACE WIDTH AT END	1,250	1,500	2,000	3,500	4,000	16,000
D	APPROACH SURFACE LENGTH	5,000	5,000	5,000	10,000	10,000	*
E	APPROACH SLOPE	20:1	20:1	20:1	34:1	34:1	*

A- UTILITY RUNWAYS
B- RUNWAYS LARGER THAN UTILITY
C- VISIBILITY MINIMUMS GREATER THAN 3/4 MILE
D- VISIBILITY MINIMUMS AS LOW AS 3/4 MILE
* PRECISION INSTRUMENT APPROACH SLOPE IS 50:1 FOR INNER 10,000 FEET AND 40:1 FOR AN ADDITIONAL 40,000 FEET



ISOMETRIC VIEW OF SECTION A-A

FAR-77 CIVIL AIRPORT IMAGINARY SURFACES

ANNOTATION OF ODS DATA FORMAT

OC XXXX

AIRPORT ELEVATION XXXX

X[1] X[2] XXXX/XXXX[3] XXXXXX.XXX[4] XXXXXXX.XXX[4] XXXXXXX[5] XXXX/XXXX[6] XXXXXX.XXX[7] XXXXXXX.XXX[7]

OBJECT	LAT	LONG	A[8]	ELEV[9]	AGL[10]	HAR[11]	HAT[11]	HAA[11]	DEND[12]	DTHR[12]	DCLN[12]	PNTR[13]
XXXXXXXXXX	XXXXXX.XXX	XXXXXXX.XXX	XX	XXXX	XXXX	XXX	XXX	XXX	XXXXX	XXXXX	XXXX	XXXX
XXXXXXXXXX	XXXXXX.XXX	XXXXXXX.XXX	XX	XXXX	XXXX	XXX	XXX	XXX	XXXXX	XXXXX	XXXX	XXXX

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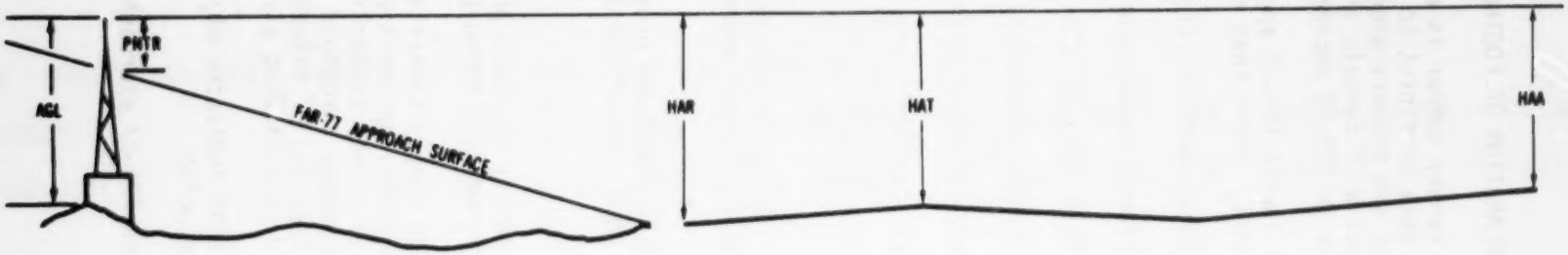
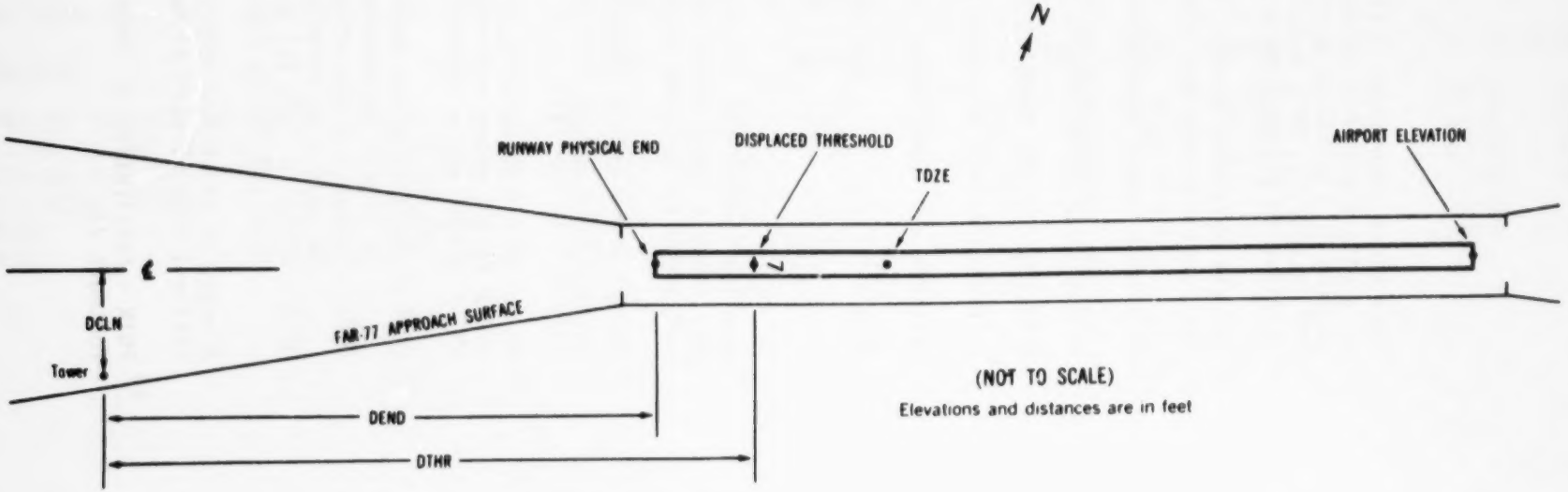




(NOT TO SCALE)

Elevations and distances are in feet

EXPLANATION OF FOOTNOTES

[1] Data block identifier. If a runway number is entered (reference runway), this data block will contain data pertinent to the reference runway and to objects in the FAR-77 approach and primary area of the reference runway. If ARP is entered, this data block will contain the ARP position and data relative to all objects not in an FAR-77 approach or primary area.

[2] For the reference runway, the lowest FAR-77 approach surface for which an obstruction survey was performed. (More than one surface may be surveyed.)

[3] Reference runway approach physical end elevation/touchdown zone elevation

[4] Latitude and longitude of reference runway approach physical end

[5] Reference runway geodetic azimuth reckoned clockwise from south

[6] Reference runway displaced threshold elevation/touchdown zone elevation

[7] Latitude and longitude of reference runway displaced threshold

[8] Accuracy Code:

Horizontal	Vertical
1 = 20	A = 2
2 = 40	B = 5
	C = 20

[9] Mean Sea Level (MSL) elevation at top of object. This value includes 15 feet added to noninterstate roads, 17 feet added to interstate roads, and 23 feet added to railroad tracks.

[10] Height above ground level (AGL). AGLs are provided only for those objects appearing on the OC that are equal to, or greater than, 200 feet AGL. AGL accuracy is ±10 feet.

[11] HAA - Height above airport
HAR - Height above reference runway approach physical end
HAT - Height above reference runway touchdown zone elevation

[12] DEND - Distance along reference runway centerline from point perpendicular to object to reference runway approach physical end
DTHR - Distance along reference runway centerline from point perpendicular to object to reference runway threshold
DCLN - Distance left (L) or right (R) of reference runway centerline as observed facing forward in a landing aircraft.

A negative value for DEND or DTHR indicates object is in primary area on roll-out side of zero distance point.

[13] PNTR - Penetration of indicated FAR-77 approach or primary surface (see footnote 2).

OC0140

AIRPORT ELEVATION 365

3 C 365/365 440659.957N 1231327.365W 2265150

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
ROAD (N)	440651.32	1231340.09	1A	377		12	12	12	1275		3R	-20
TREE	440652.61	1231347.28	1A	430		65	65	65	1569		451L	25
TREE	440651.57	1231347.02	1A	423		58	58	58	1628		361L	16
TREE	440648.03	1231347.21	1A	411		46	46	46	1882		108L	-3
TREE	440644.99	1231346.19	1A	415		50	50	50	2039		167R	-4
TREE	440637.91	1231349.13	1A	452		87	87	87	2685		544R	14
TREE	440622.71	1231418.70	1A	490		125	125	125	5312		191R	-25

21 SUPLC 360/364 440735.208N 1231235.131W 0465227

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
ROAD (N)	440737.31	1231226.26	1A	373		13	9	8	618		287L	1

34 PIR 362/363 440649.170N 12313 3.442W 1792258

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
ROD ON TRANSMISSOMETER	440742.41	1231311.05	1A	373		11	10	8	-5396		497L	14
OL ON GLIDE SLOPE	440740.21	1231309.69	1A	388		26	25	23	-5173		400L	28
ROD ON TRANSMISSOMETER	440740.09	1231310.17	1A	373		11	10	8	-5162		435L	13
OL LOCALIZER	440634.47	1231303.22	1A	373		11	10	8	1489		0R	-15
TREE	440630.23	1231254.41	1A	395		33	32	30	1925		639R	-2
TREE	440126.25	1231205.37	2C	1100		738	737	735	32743		3890R	-26

OC0140

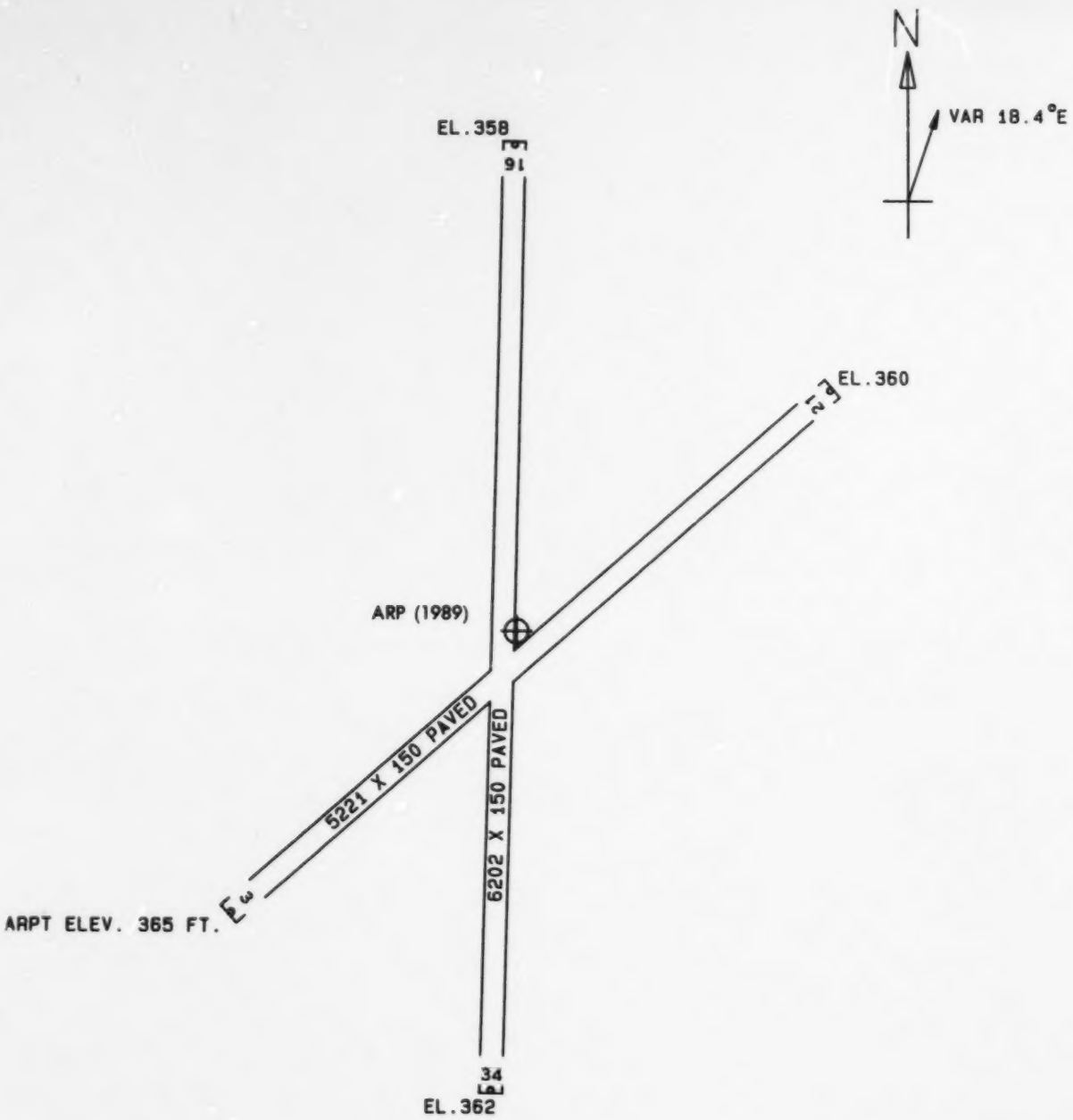
AIRPORT ELEVATION 365

16 PIR 358/363 440750.412N 12313 4.358W 3592257

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
ROD ON TRANSMISSOMETER	440740.09	1231310.17	1A	373		15	10	8	-1040		435R	13
OL ON GLIDE SLOPE	440740.21	1231309.69	1A	388		30	25	23	-1029		400R	28
ROD ON TRANSMISSOMETER	440742.41	1231311.05	1A	373		15	10	8	-805		496R	14
BUILDING	440800.34	1231309.96	1A	364		6	1	-1	1009		397R	-10
BUSH	440807.52	1231259.36	1A	377		19	14	12	1728		383L	-12
BUSH	440807.67	1231311.74	1A	376		18	13	11	1753		520R	-13

ARP 440718.782N 1231302.689W

OBJECT	LAT	LONG	A	ELEV	AGL	HAA	MAG BEARING	DISTANCE
OL WINDSOCK	440717.50	1231251.06	1A	391		26	80 16	858
OL VORTAC	440715.80	1231317.89	1A	396		31	236 22	1149
OL ANEMOMETER	440733.09	1231253.83	1A	379		14	5 38	1586
ANTENNA ON OL TOWER	440716.07	1231240.47	1A	425		60	81 12	1644
ROD ON OL CONTROL TOWER	440703.82	1231241.58	1A	490		125	116 8	2160
ANTENNA ON OL RTR TOWER	440738.76	1231250.48	1A	403		38	5 22	2211
OL ON POLE	440658.02	1231252.07	1A	410		45	141 22	2240
LIGHT POLE	440728.05	1231230.70	1A	391		26	49 41	2515
ANTENNA ON OL APT BEACON	440716.15	1231227.00	1A	421		56	77 26	2617
WINDSOCK	440653.20	1231251.30	1A	409		44	143 49	2720
POLE	440731.85	1231230.09	1A	395		30	42 30	2722
TREE	440649.23	1231329.33	1A	393		28	194 37	3568
TREE	440655.44	1231344.50	1A	420		55	213 50	3859
TREE	440640.20	1231313.09	1A	399		34	172 35	3980
TREE	440629.68	1231251.34	1A	419		54	152 9	5040
TREE	440808.42	1231316.98	1A	429		64	329 53	5133
TREE	440636.71	1231348.66	1A	462		97	199 49	5422
ANTENNA ON OL MICROWVE TR	440118.86	1231125.29	2C	1281		916	150 33	37133



TOUCHDOWN ZONE RUNWAY	ELEVATION
3	365
21	364
16	363
34	363

MAHLON SWEET FIELD

EUGENE, OREGON

(NOT TO SCALE)